



# Hongkong Daily Press.

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WINE SHIPPERS SINCE 1815.  
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TIME TABLE

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 8.00 p.m. Every 10 minutes.  
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m. very 1 hour.  
SUNDAYS.  
5.00 a.m. to 8.30 a.m. Every 15 minutes.  
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10.30 a.m. to 11.00 a.m. Every 10 minutes.  
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1.00 p.m. to 5.00 p.m. Every 15 minutes.  
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Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
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Bargains can be had in second hand Machines.  
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Enamelling a specialty.

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45 & 46, Queen's Road East,  
Hongkong, 4th April, 1901.

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CONSULTING ENGINEER, SURVEYOR  
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Work a Specialty. Designs prepared for  
Small Coast Steamers, Light Draught Vessels,  
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New and Repair Work Supervised. Contractor  
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Telegraphic Address: PRESS, A.R.C. Cole,  
P.O. Box, 33. Telephone No. 12.

## MARRIAGE.

On the 23rd November at Christ Church, Canton, by the Rev. E. J. Hardy, Military Chaplain, Hongkong, EDMUND STANLEY MITTON, Imperial Maritime Commission, to KATHY NAPIKE, eldest daughter of WILLIAM LINCOLN, High Street, Ely, Cambridgeshire, England.

*The Daily Press.*  
HONGKONG OFFICE: 14, DES VIEUX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28th November, 1901.

The Commission appointed by H.E. the Governor on the 28th August last to enquire into and report on the question of the existing difficulty of procuring and retaining reliable chair and ricksha coolies entered on its task with most commendable promptitude and was able on the 6th November to hand in the report, the result of fourteen meetings and the examination of thirty witnesses, assisted by the answers sent in by one hundred and twenty residents in this Colony to a printed paper of questions issued by the Commission. A suggested draft Bill is attached. The report, which appears in full in another column, was made public at the last meeting of the Legislative Council, and it will, we think, be generally agreed that it is practical and commonsense document, deserving the careful attention of the Government. It should be noted in the first place that two of the three Commissioners, His Honour Mr. Justice SERCOMBE SMITH and Mr. R. C. WILCOX, on receiving the intelligence of their appointment, wrote to the Government begging to suggest that the scope of the enquiry should be widened to include all classes of Chinese servants. Sir HENRY BLAKE in his reply to Mr. SERCOMBE SMITH rejected the suggestion, and accordingly the difficulties in connection with chair and ricksha coolies alone were considered. There is no reason, however, to conclude from this that we must look forward to an indefinite prolongation of the troubles from which a very large section of our community suffers through the shortcomings and misdoings of domestic servants generally. If as a result of the Commission's recent enquiries some system is put in force whereby residents can obtain

an efficient service of bearing coolies at reasonable rates, it is impossible to suppose that either the Government or the community will rest content with existing conditions in other branches of the domestic labour-market. The main recommendation of the Commission, it will be seen, is that registration should be made compulsory for all chair and ricksha coolies; this, the writers of the report think, will tend to weed out of the ranks of private coolies the bad characters sometimes met with, because persons unfavourably known to the Police will not be registered. But if registration is desirable for private coolies, it is still more desirable for the "boy" class. A study of recent Police Court cases will show that it is from this class rather than the coolie class that the worse delinquents, in the way of dishonesty and insubordination, are drawn. Even during the sitting of the Commission, curiously enough, numerous instances of the rascality of house boys occurred. The matter is serious; there seems no doubt, on the testimony of the older residents in the Colony, that the present boys come from a lower section of the Chinese community than that which supplied our servants in the past. Some remedy must shortly be sought for this. The Victoria Registration Ordinance which was in force between 1866 and 1888 was confessedly not much of a success. The report before us reasonably assigns as the causes of this, absence of photography, laxity in enforcing the provisions, indifference on the part of masters, preference of personal convenience to the general advantage, the doubtful applicability of one subsection of the Ordinance to other than domestic servants, fraudulent transfer of registration certificates, and the existence of a registration fee. The Commission proposes now, in the case of chair and ricksha coolies, with whom alone it deals, that registration at the Central Police Station should be compulsory, that the private coolies should be photographed, that their conduct should be regulated, and that it should be penal for masters to engage unregistered coolies or for unregistered coolies to seek or obtain employment. If registration is to be of any service it must be admitted that all these stipulations must be observed; in particular it may be pointed out that unless the masters are fined for employing unregistered coolies the scheme will inevitably break down. The Commission goes on to recommend that the compulsory registration should be free, thus removing the only valid objection open to the coolies themselves and preventing them from demanding higher wages in consequence of a registration fee.

The most important conclusion to which the Commission came with regard to the difficulties experienced with private coolies was that a knowledge of the earnings of public coolies (it was found in one instance that two public ricksha men between them made from \$60 and \$80 a month with one ricksha) makes private coolies discontented and ready to leave private employ at the earliest opportunity. The report, therefore, proceeds to consider the position of the public coolies, especially the public rickshamen. It recommends a revision of the scale of fares and a reduction at any rate as far as short time fares are concerned. A rate of two, three and five cents for five, ten and fifteen minutes respectively is advocated, and the introduction of distance fares is suggested—an addition which seems to us unavoidable in the case of short rides, if only for the purpose of avoiding constant disputes between passenger and barker. To meet the inconvenience of carrying copper coins, a system of checks is proposed, similar, it may be assumed, to that introduced by the Municipal Council at Shanghai. The Commission sees no reason to think that the approximate equalisation of the earnings of public and private coolies would tend to drive public vehicles off the streets, as the earnings still procurable in Hongkong would continue to be sufficient to attract Chinese from the mainland. A closer supervision of licensed public vehicles is recommended with a view to prevent private coolies and other unlicensed persons plying for hire.

Probably it will occur to most people, reading the early part of the report before us now, to ask, "Is there no fear of a strike, if these proposals are adopted?" The Commission recognises this possibility, but nevertheless emphatically urges that a trial should be given to its proposals during the coming winter months, that no threats of opposition or rumours of a strike be allowed to thwart an attempt to remedy the prevailing evils, and that it should be fully recognised that a difficulty of this nature, arising in connection with the employment of Orientals, will only become aggravated, if not grappled with sternly and speedily. It is plain that a strike merely of the private chair and ricksha coolies would be ineffectual if they were unaided by their public colleagues, for the residents here would find little inconvenience in resorting temporarily to public vehicles, as indeed so many have done this year owing to increasing trouble with their own coolies. A general chair and ricksha strike would be more serious, and

but the food question must appeal strongly to these coolies. There seems, moreover, little organisation among them (to judge by the evidence before the Commission), except that so many of them belong to the Triad Society. This Colony's history is not without its record of strikes. There was the memorable strike of cargo-hoistmen when Sir WILLIAM ROBINSON was Governor of Hongkong, a strike which dismayed the commercial community so much that they were prepared to back down. Sir WILLIAM ROBINSON, however, was fortunately firm, and meeting the difficulty with courage prevented what would undoubtedly have been a great disaster to the Colony. Another such lesson may be required, and we hope that the authorities will follow the good example of their predecessors' attitude toward the cargo-hoistmen. Finally we may quote part of the concluding paragraph of the Commission's report, for the appeal made is one that should be heeded. "We trust," it says, "that all ranks and divisions of the non-Chinese community will be prepared to co-operate in order to make the legislation and measures which we have proposed effective and workable. If this co-operation, either from purely selfish considerations or out of mere sentiment, be withheld by an influential minority, it is to be feared that no remedial measures devised to meet the emergency can be successful."

The Italian cruiser *Venezia* arrived here from Shanghai yesterday morning.

It is said that during the visit of no small part of the British China Squadron to Macau Bay, the Admiral will enquire into the suitability of the bay as an anchorage for warships.

The Hon. Secretary of the Hongkong Football Club writes to inform us that entries for the Hongkong Football Challenge Shield must be sent in to him on or before tomorrow.

Among the arrivals by the *Empress of Japan* were Mr. D. E. Brown, general agent of the C.P.R. Co., and Mrs. Brown, the Rev. R. F. Cobbold, and Mr. A. G. Ward. Mr. Cobbold, we hear, is not likely to remain here long. Mrs. Brown is said to be a great acquisition to the ranks of singers in the Colony, being a possessor of a lovely voice.

A correspondent of *Le Courrier d'Haiphong* writes a long letter from a small town in Yunnan, giving information regarding coal mines in that province. He claims to have found a smokeless coal of good quality in a Lo-lo village named Toudou or Doudzakou, about a hundred kilometres east of Yunnanfu—hence the title which he gives it of "A New Cardiff."

On Tuesday and Wednesday nights the revised programme of the Empire Comedy Co. met with great success; the stalls in particular being well filled. All the items met with applause. Miss Enniss Smith coping off best of all with her own songs. No performances will be held to-night or Friday, on account of the St. Andrew's Ball, but for Saturday another opportunity occurs, to the settlement of their election. Refusal to proceed there would involve, for the first time, forfeiture of seniority; and a repetition of the breach of promise would cause their dismissal from the service. The same penalties will apply to any refusal to be transferred in the Settlement on promotion.

The Berlin Post, in an article on the 27th ult. on the attitude of the Press in each country towards the other, says that Germany has not criticised Great Britain more sharply than other countries have done. Her attacks have been levelled at British policy, not at the British people. The article continues:—"The British Government during the last decade has shown more impartiality and a greater sense of justice than the British Press. The British people should understand that Germans wish to live in peace and friendship with them, and that the construction of a respectable fleet is nothing more than the duty of a nation which has a large field of economic activity. We reject with contempt and indignation the accusation that Germany's prosperity implies damage to England." Reuter's Berlin correspondent comments:—"This attempt by the Post to initiate a better feeling towards Great Britain is commendable and interesting, but it is a fact that there exists a very strong Anglophobe feeling, and that a large number of journals have been compelled to adopt an Anglophobic attitude, as that is what the public desire."

A correspondent writes to the Times to protest against the Siamese views, set forth in an article from its correspondent in Bangkok, relating to the extension and consolidation of Siamese influence in the Malay Peninsula and especially in the hitherto undisturbed States of Kelantan and Tringganu. "Such extension," he says, "has for many years been the persistent policy of the Siamese Court, and it is to be deplored that the British Government has done so little to discourage it. . . . The true facts are that Malacca has for at least 500 years (and trustworthy history in those parts goes back no further) been absolutely free from even the most shadowy Siamese supremacy; for nearly 400 years it has been in European hands, and, so far as the southern States of the Peninsula are concerned, the Siamese never had so much as a shred of a claim. Some of the northern States, including Kelantan, have admittedly been in the habit of sending occasional complimentary embassies to Bangkok, but the relation has been one of merely formal admission of a purely external suzerainty. This shadowy overlordship it has, however, for the last 100 years or so been the policy of the Siamese to convert into something like effective dominion, and in some instances they have unfortunately succeeded in their efforts. Such was the case of Kelantan, the story of which, with its betrayal by the East India Company, offered a prize of a gold watch or \$250 to be competed for by members of the Police Force under the rank of inspector, the prize to go to the winner in the following subjects—Ordinances of the colony, police duties, drill, Chinese and Hindustani. Only a few entered for the prize, which has been won by Sergeant Watt, of the detective staff, whose success is the more conspicuous from the fact that it is only four years since he joined the Hongkong Police Force; he was formerly attached to the Aberdeen City Police. Sergeant Watt already possesses a second-class certificate for Chinese."

About three months before he left the Colony on leave for England, the Hon. F. H. May, C.M.G., Captain Superintendent of Police, offered a prize of a gold watch or \$250 to be competed for by members of the Police Force under the rank of inspector, the prize to go to the winner in the following subjects—Ordinances of the colony, police duties, drill, Chinese and Hindustani. Only a few entered for the prize, which has been won by Sergeant Watt, of the detective staff, whose success is the more conspicuous from the fact that it is only four years since he joined the Hongkong Police Force; he was formerly attached to the Aberdeen City Police. Sergeant Watt already possesses a second-class certificate for Chinese."

It is a sheer impertinence for the Bangkok Government to claim the right to interfere in the internal affairs of this State, which, in addition to being safeguarded by special treaty, can point to a separate existence from time immemorial. Admitting that, as is the case with most Oriental States, its Government is none of the best, it has at any rate always been a Malay State governed by Malays."

Governor Truppel of Kiaochau has returned from Shanghai to Tsingtao.

The German ship *Nymph*, of 2,049 tons, which left New York on the 29th of June last for Yokohama with a cargo of kerosene oil for the Standard Oil Co., was finally wrecked at 3 o'clock on the morning of the 22nd inst. at Tsumigasaki, near Shimoda, in the Bay of Edo. The crew, twenty-seven all told, were rescued by the N.Y.K. S. *Sakio Maru*.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

LONDON, 28th November, 9.10 p.m.

## THE VOYRON REPORTS.

A motion for the production of General Voyron's reports to the French Government has been rejected. The *Petite République* is publishing extracts implicating missionaries.

## GENERAL NEWS.

LONDON, 26th November, 9.10 p.m.

## THE COLOMBIAN REBELLION.

Severe fighting has taken place between the Colombian Government troops and the insurgents, with heavy losses on both sides. The Iowa Marines are protecting the railway trains, and the bombardment of Colon is prohibited by the United States.

## REUTER'S SERVICE.

LONDON, 25th November.

## THE GREEK MINISTRY.

M. Zaimis has formed a new Greek Cabinet.

## AUSTRIA AND GERMANY.

ANGLOPHOBIA.

The German agitation against Mr. Chamberlain has not the faintest echo in Austria-Hungary, where the new German tariff is looked upon askance.

## BOERS CAPTURED NEAR REITZ.

A combined movement of various British columns near Reitz, Orange River Colony, has resulted in the capture of 30 Boers and some killed.

LONDON, 25th November.

## THE FIGHTING NEAR CAPE TOWN.

A despatch from Lord Kitchener shows that the bulk of Major Fisher's force of railway pioneers attacked by Commandant Buys near Villiersdorp, were captured but afterwards released. Colonel Rimington pursued and scattered the enemy, capturing eight.

## THE STATES AND THE COLOMBIAN INSURRECTION.

The Americans have prohibited the bombardment of Colon by the Colombian Government. American marines have been entrained at Panama, and sent to clear the railway and maintain transit.

## ARRIVAL OF H.M.S. "CRESSY."

The new British twin-screw first class armoured cruiser *Cressy*, Captain H. M. Tudor, arrived from Portsmouth yesterday. The *Cressy* is a four funnelled vessel of 12,000 tons displacement and 21.00 I.P. (Balleville boilers). She was built at Fairfield and cost £723,012. Her armour is:—Side and gun-position 6 in., bulkhead 5 in.; all Krupp steel, deck 3-2 in. She carries two 9.2 in., twelve 6 in., and seventeen smaller (quick-firing) guns, and two torpedo-tubes. Her speed is 21 knots and her complement 616 men. Authoritative writers consider the *Cressy* almost worthy of being put into the line of battle.

The *Cressy* was unsuccessful at her commissioning trials. The machinery worked smoothly for the first two hours, and then the bearings became so much overheated as to fuse the white metal. Her departure was consequently postponed, and she also suffered from delay on the way out.

The officers on board the *Cressy* are:

Captain—Henry M. T. Tudor. Commander—Arthur Halsey. Lieutenants—Charles M. Masters, Victor G. Garner, Bertie S. Theisinger, Robert A. Newton, Cathcart B. Wason, William J. Kerr, Hugh T. Pritchard, Capt. R. M.—Walter T. C. Jones, D. S. O.; Lieut. R. M.—Cecil G. Bird, Chapman—Rev. John Beatty, M. A., Staff Surgeon—Robert H. Nickerson, Paymaster—Henry Constantine, Fleet Eng.—James S. Watch, Nav. Inst. Guy V. Bayntun, B. A., Sub-Lient.—Wilfred F. French, Surgeon—Noel H. Harris, Assist. Paym.—Frederick A. Cornford, Engineers—Henry C. Ross, John Kelly, Assist. Engrs.—Hilgrove Hammond, Edward B. Scott, Ernest G. Smith (proby.), Gunners—John C. Haswell, James J. Tapper, Boatswain—Robert Holmes, Carpenter—Alfred Courtney, Artif. Eng.—William Stanhope, Midshipmen—George B. Palms, Charles H. Mackinnon, Maurice P. Portman, Edward T. Fletcher, Francis L. Back, John Fawcett, Anthony W. Loveland, Frederick J. Chambers, Lancelet A. W. Spooner, Harry N. M. Hardy, John F. Hutchings, Victor R. Williams, Henry R. Sawbridge, Robert R. Hallowell-Carey, Courtney I. Greer, Naval Cadets—Walter H. Lucke, Reginald L. Archer, Clerk—Harry S. Orchard, Assist. Clerk—Donald H. Nelson.

The *Cressy* has proceeded to join the small fleet now in Mactan Bay.

## DIRECTORS.

Mr. F. E. Coney retires by rotation, but offers himself for re-election.

## AUDIT.

The accounts have been audited by Mr. Turner.

BENJAMIN, KELLY &amp; POTTS,

Managing Directors.

## HOW NOT TO AVOID PLague.

Just now, when public attention is turned to the measures that are being adopted by the Sanitary Board officials to prevent or alleviate yearly recurrences of plague, it is interesting to note what is not being done to achieve that most desirable end. Any one would think, and naturally so, that the terrible experience of the past few years would have taught the sanitary authorities of Hongkong a lesson never to be forgotten; but the assumption appears to be an erroneous one. The proof that it is erroneous is to be found in Tai Kok village, where and in whose immediate vicinity exists a condition of life that can only be described as inhuman in the extreme. What follows is the result of personal inspection of the village and its vicinity, and the acts are in no way exaggerated. About a couple of hundred yards from Tai Kok, off but close to the public highway, is a smoking, smelting heap of filthy rubbish, perhaps six or even seven tons of it, dispensing an odour so pungent that one is indeed glad to hurry away from a spot where only disease can lurk. In rainy weather but those whose business calls them that way will require no reminder. The why and wherefore of the existence of this plague heap are easy to explain, and although it does not make nice reading the evil involved is so real and pronounced as to offer a ready apology for plain speaking. The rubbish comes, of course, from the village of Tai Kok, and morning after morning for months past fresh loads have been dumped at the heap has assumed the unsightly proportions it now possesses. The Sanitary Board coolies who look after the scavenging of Tai Kok are responsible for the actual dumping of the rubbish, but surely, in a period of time extending over months, the officials of the Board who in turn look after the coolies have not gone entirely ignorant of what has been and is ill going on. This rubbish should be taken away every now and then by one of the conservancy boats that run for the purpose, but the simple fact remains that it is not so taken away, and the only efforts made towards its destruction are taken by the coolies themselves, who make praiseworthy but altogether misguided and hopeless attempts to destroy the ugly mass by burning it, with results to the olfactory sense that cannot be described. Again, these coolies have fits of laziness, and when the broken-down, creaking old contrivance dignified by the name of cart has been loaded up, before the entire village is traversed, they find that the distance to the plague heap already described is too great, and simply drag their cargo on the foreshore, where it may now be seen in all its unsightliness. They have yet another way, however, of lightening their duties, and that is just to leave the rubbish heaps where they are, without taking the trouble to sweep them up. On the day when the writer of this article visited Tai Kok, at the end of last week, he saw to be ugly blots on such landscape as the village affords, dotted at irregular intervals along one side of the main street, whilst scruffy f



## NEW ADVERTISEMENTS

\$25 REWARD.

**LOST** or **STOLEN** on Saturday last, the 23rd November, between the steamer **Chusan** and the Hongkong Hotel, a **SMALL IRON BOX** with Corrugated Top, Painted Redish Brown. Any one returning same to the Office of the Hongkong Hotel with contents intact will receive the above reward, and no questions will be asked.

E. M. HAND.

Hongkong, 28th November, 1901. [3032]

VICTORIA REGATTA, 1901.

**ENTRIES** for the forthcoming **REGATTA** will be **CLOSED** on the 30th instant, at 6.30 P.M.

FRANK W. WHITE,

Acting Hon. Secretary.

Hongkong, 28th November, 1901. [3033]

WANTED.

**TWO AMARS** for Hospital for Soldiers' Wives and Children.

Apply to—

**OFFICER IN CHARGE,**  
Station Hospital,  
Wellington Barracks.

Hongkong, 28th November, 1901. [3031]

WANTED.

**A GOOD STENOPHAGER AND TYPE-WRITER.**  
For Terms apply to—

PACIFIC ORIENTAL TRADING CO.,

No. 15, Queen's Road

Hongkong, 28th November, 1901. [3027]

**THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.**

NOTICE.

**THE** undersigned has This Day RESUMED CHARGE of the above Company's business.

EDWARD OSBORNE,

Secretary.

Hongkong, 27th November, 1901. [3026]

TO LET.

**H**OUSES in CLIFTON GARDENS, Conduit Road, HOUSES at CAUSEWAY BAY, facing the Pala Ground.

A HOUSE in RIPPON TERRACE,

"THE RETREAT," MOUNT KELLETT.

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 28th November, 1901. [3028]

PUBLIC AUCTION.

**I**HIS Undersigned have received instructions to sell by public Auction,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW (FRIDAY),

the 29th NOVEMBER, at 2.30 P.M., at their SALES ROOMS, 29, Des Voeux Road,

A Large Assortment of JAPANESE VASES, CURIOS, FLOWER HOLDERS, JARDINIERES, &amp;c.

Also

A Quantity of JAPANESE SCREENS.

TERMS:

As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 28th November, 1901. [3029]

PUBLIC AUCTION.

**T**HE Undersigned has received instructions to Sell by Public Auction,

on

SATURDAY,

the 30th NOVEMBER, at 2.30 P.M., at his SALES ROOMS, Duddell Street,

A CONSIGNMENT OF JAPANESE GOODS,

Comprising:

PORCELAIN, FLOWER STANDS, FLOWERPOTS, VASES, ORNAMENTS, LACQUERED TRAYS, TEA SETS, BREAKFAST SETS, EMBROIDERED and PAINTED SCREENS, CARPETS, RUGS, &c. &c.

On view from Friday, the 29th November.

TERMS:

Cash on delivery.

GEO. F. LAMMERT,

Anterior.

Hongkong, 28th November, 1901. [3030]

THE DAIRY FARM COMPANY, LIMITED.

**N**OTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the COMPANY'S OFFICE, No. 1, Albert Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 14th day of December, 1901, at NOON, for the purpose of considering, and if thought fit, passing the following Resolution, viz.:

RESOLUTION.

"That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company be altered to read \$1,500 (Five hundred Dollars)."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation, as a Special Resolution, to a Second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board of Directors.

R. P. MOFFITT,

Secretary.

Hongkong, 27th November, 1901. [3034]

**THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.**

FOR MANILA.

THE Company's New Steamship

"ZAFIRO,"

Captain A. Ramsay, will be despatched for the above port on SATURDAY, the 30th inst., at NOON.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOME'S &amp; CO., General Managers.

Hongkong, 28th November, 1901. [3044]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW,

THE Company's Steamship

"HAITAN."

Captain Boswell, will be despatched for the above ports on SUNDAY, the 1st December, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LARAIK &amp; CO., General Managers.

Hongkong, 27th November, 1901. [3023]

## NEW ADVERTISEMENTS

**THEATRE ROYAL**  
CITY HALL

**THE EMPIRE**  
COMEDY CO.

TO-NIGHT AND TO-MORROW

(THURSDAY AND FRIDAY)

NO PERFORMANCE

OWING TO THE HALL BEING  
ENGAGED FOR THE ST. ANDREW'S  
BALL.

SATURDAY.

ENTIRE CHANGE.

"MULDOON'S PICNIC"

AND A HOST OF NOVELTIES.

CURTAIN RISES AT 9 P.M.

PRICES AS USUAL.

SPECIAL TRAMS TO PEAK EVERY  
NIGHT AFTER PERFORMANCE.PLAN AT THE ROBINSON PIANO  
COMPANY, LIMITED.

Hongkong, 28th November, 1901. [3039]

FOR CALCUTTA, PENANG AND  
SINGAPORE

THE Steamship

"CATHERINE APCAR."

Captain S. H. Nelson, will be despatched for the above ports on TUESDAY, the 3rd December, at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON, SONS &amp; CO., Agents.

Hongkong, 27th November, 1901. [3017]

THE OSAKA SHOSEN KAISHA,  
LIMITED.FOR ANPING (VIA SWATOW AND  
AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Saito, will be despatched for the above ports on WEDNESDAY, the 11th December.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 28th November, 1901. [18]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL

THE Steamship

"GIENROY."

Captain Forges Selby, will be despatched as above on SATURDAY, the 14th December, 1901.

For Freight, apply to

MCGREGOR BROS. &amp; GOW.

Hongkong, 28th November, 1901. [325]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk to the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd December, will be subject to rent.

All claims must reach us before the 8th December, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the under-signed.

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO., Agents.

Hongkong, 26th November, 1901. [19]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"TIENTSIEN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd December, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

E. A. HEWETT,

Superintendent.

Hongkong, 27th November, 1901. [1]

BOOKBINDING

by European method

with the best material and under European supervision at

THE "DAILY PRESS" OFFICE.

Always pronounced equal to home work, and prices very moderate.

## ENTERTAINMENT

PEAK HOTEL.

A CONCERT

will be given in the above Hotel by

MADAME AGNES

FREED

ASSISTED BY SEVERAL LEADING

AMATEURS,

on

TUESDAY, 3RD DECEMBER,

AT NINE O'CLOCK.

Tickets on sale at the HOTEL OFFICE

and the ROBINSON PIANO COMP-

ANY, LIMITED.

Admission \$3.

Hongkong, 26th November, 1901. [3012]

PURIC COMPANIES

A. S. WATSON &amp; CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND on account

of the year 1901, at the rate of Fifty

Cents per Share (or Five per cent. on the Capital of the Company) will be payable at the Hongkong and Shanghai Bank, Hongkong, on and after the 4th December next, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Register of SHARES will be

CLOSED from SATURDAY, 30th instant,

until FRIDAY, 6th December, both days inclusive, during which period no Transfer of Shares can be registered.

By Order.

**AUCTION  
NOTICE**

**NOTICE IS HEREBY GIVEN** that at the request of the Chinese Authorities the s.s. "HUNG FEI" with all her belongings as she now lies in Canton Harbour will be sold at PUBLIC AUCTION at 11 A.M. on FRIDAY, the 29th inst., at the CUSTOM HOUSE, Canton.

Her dimensions are:—  
Length ... 95 ft.  
Breadth ... 15 ft. 6 in.  
Depth ... 7 ft.  
Tonnage ... 53.83 tons.

The Steamer may be inspected any time on application, and will be at purchaser's risk from the fall of the hammer.

TERMS.—Cash.  
F. A. MORRISON,  
Commissioner of Customs.

Custom House, Canton, 18th November, 1901. [2953]

**NOTICES OF FIRMS**

**NOTICE IS HEREBY GIVEN** that the PARTNERSHIP AT WILL WITH THE SUBSISTING between FRANK WARSHAW WATTS, THOMAS EDWARDS, and NG CHI MI has been and is DISMISSED as of and from the 14th day of November, 1901.

Dated this 15th day of November, 1901.

THOMAS EDWARDS.  
NG CHI MI.

**NOTICE**

**I** THE UNDERSIGNED have been appointed SOLE AGENTS of Messrs. O'NEILL, WARNEFED & CO. in this Colony, South China and Manchuria.

T. EDWARDS.

Dated the 18th day of November, 1901. [2944]

**WANTED**

**A CHINESE CLERK** for South Formosa, with knowledge of English Book-keeping. Able to write a good Chinese letter, and translate same into English. Apply with testimonials, stating age, experience, and salary required, to—

H. H.  
Care of Daily Press Office,  
Hongkong, 25th November, 1901. [2993]

**CHRISTMAS!! CHRISTMAS!!**

**M**R. M. JEEJEEBHoy, of Messrs. JEEJEEBHoy & CO., 19c, Hollywood Road, having returned by the s.s. "Glasgow", brought with him a large stock of Goods specially ordered for the festive season, comprising Christmas Cards, Crackers, various kinds of Sweets, best of Wines and Spirits, Bevill, Fresh Provisions (English and Indian). Prices Moderate.

Call and inspect our large and varied stock of Christmas Cards of the most exquisite and varied designs; prices ranging from one cent upward.

Hongkong, 5th November, 1901. [2939]

**FOR SALE.**

**K**OWLOON INLAND LOT No. 615, having erected thereon the HOUSE known as ERANI BUNGALOW. The Lot has an area of 64,222 square feet, and has road frontages of 343 feet 6 inches on Observatory Road, 201 feet on Kimberley Road and 176 feet 6 inches on Des Voeux Road.

For Particulars, apply to  
MESSRS. N. MODY & CO.  
54 & 55, Queen's Road Central.  
Hongkong, 25th November, 1901. [2987]

**LIEBER'S STANDARD CODE.**

ENGLISH EDITION. FRENCH EDITION.  
PRICE ... U.S. \$10.00

**SELECTED CODE WORDS**

**T**HE Ciphers are selected from the "OFFICIAL VOCABULARY", care having been taken to omit such DANGEROUS ciphers as "Cheap", "Charge", "Collect", "Borrow", "Eleventh", "Eighteenth", "Cargo", &c., which are found in other Codes.

CONTENTS.

The Code contains 800 pages of 75,000 ciphers: 65,000 have sentences, and 10,000 are blank, enabling the addition of private phrases under their proper headings.

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LIEBER'S MANUAL, published every three months, contains a revised list of those using the Code. NO OTHER CODE FURNISHES SUCH A LIST.

**BEST EXTANT.**

That LIEBER'S Code is recognised as the best ever offered to the public is shown by the following houses, who have unanimously endorsed it in preference to all others:

HONGKONG AND SHANGHAI BANKING CORPORATION.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

RUSSO-CHINESE BANK.

JARDINE, MATHERON & CO.

ALMHOLD KARBERG & CO.

CHINESE ENGINEERING CO.

"HONGKONG DAILY PRESS."

LIEBER CODE CO.

2 & 4, Stone Street, New York;

20, Bucklersbury, London, E.C.

Hongkong, 25th November, 1901. [2994]

**AUTOMATIC MAUSER PISTOLS.**

CALIBRE 7.63 m.m.  
With OLAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS  
SIEMSEN & CO.

Hongkong, 3rd October, 1900. [75]

**A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.**

All kinds of Oil Paintings and Photograph Enlargements.

38A, TOP FLOOR, QUEEN'S ROAD CENTRAL.

Opposite to Chas. J. Gimp & Co.

Hongkong, 20th March, 1901. [2994]

**FROM POETSMITH TO PEKING FILM LADIES WITH A NAVAL BRIGADE.**

ILLUSTRATED WITH YOUR MAPS.

On Sale at

"DAILY PRESS" OFFICE, LOCAL BOOKSELLERS, SOLDIERS' CLUB, SOLDIERS' and SAILORS' HOME, ROYAL NAVAL CADET.

Price 5/- per Copy. Postage, 5/- in

Bound. Hongkong, 18th March, 1901. [2994]

**CHAIR AND JINRICKSHA COOLIE COMMISSION'S REPORT.**

The following is the report by Mr. Justice Sarcombe Smith, Acting Police Judge, Mr. R. C. Wilcox, and Mr. F. J. Badsey, Acting Captain Superintendent of Police, who composed the Commission appointed by H. E. Sir Henry Blake to enquire into and report on the question of the existing difficulty of procuring and retaining reliable private chair and jinrikisha coolies for private chaises and jinrikishas:

The undersigned Members of a Commission appointed to inquire into and report on the question of the existing difficulty of procuring and retaining reliable private chair and jinrikisha coolies, have the honour to report as follows:

1. We have held 14 meetings between 3rd September and 4th November, 1901, and have examined 31 witnesses.

2. We have ascertained the views, on certain points, of over 120 residents by means of a printed paper of questions, which forms Appendix C.

3. The answers to those questions show conclusively that there has been difficulty in procuring and retaining reliable private chair and jinrikisha coolies.

4. As to the causes of the existing difficulty, we find that the main cause of the difficulty in procuring such coolies is a demand for increased wages, which many non-Chinese refuse to pay.

5. We observe that there has apparently been no difficulty in procuring six hundred coolies from China to man the three hundred new public rickshas which have recently been licensed. Further, we observe from the annual reports of the Captain Superintendent of Police that in the year 1897, 7,164 drivers and bearers were licensed; in the year 1898, 8,252; in the year 1899, 9,934; or an increase of 1,882 drivers and bearers in a period of 4 years, that is, an increase of nearly 40 per cent. in the number of drivers and bearers. These figures seem to show that the demand for public chair and ricksha coolies has been ample met, and lead us to the conclusion that there is an adequate number of men procurable for private services, provided the wages offered approach in amount the takings of the licensees of public vehicles.

6. We are of opinion that the price of hiring is not as a rule a serious factor in the matter, because private coolies are usually engaged, rent free, by their masters; and we think that the increased cost of food has been approximately met by the advance in wages which has occurred in the last five years.

7. The demand for wages exceeding \$8 a month seems, in the main, due to the fact that the calling of a public chair or ricksha coolie, especially the latter, is more lucrative, and induces private coolies to leave to join the ranks of public coolies.

8. The evidence tends to show that no regular guilds of chair or ricksha coolies exist, but each lodging-house seems to be an effective centre for combination.

9. The ease of the difficulty in retaining such coolies when procured are:

A.—That such coolies, in many cases, object to perform odd jobs, such as chit-carrying, punkal-pulling, tennis-fielding, housework, &c., which they can do without demur.

B.—That there is some doubt whether the law makes it penal for such coolies to neglect their duty, or to absent themselves from duty, or to leave service without notice, or to disobey lawful and reasonable orders, &c., &c., although such a law exists in respect of domestic servants. (Vide section 3 sub-section 3 of Ordinance 14 of 1845.)

C.—That a knowledge of the earnings of public coolies makes private coolies discontented and induces them to leave private employ at the earliest opportunity.

D.—That they sometimes object to give their whole time to their masters' service.

E.—That if they leave a master, they can usually find employment with another master or obtain other work.

10. As to whether it is advisable and practicable to introduce any, and (if any) what legislation on the subject, our answer is yes, and we append a draft Bill which we think would meet the case.

11. We are aware that the provisions of the Victoria Registration Ordinance No. 7 of 1866 affecting the registration of servants and repealed by Ordinance 13 of 1888, were not well received with much success. The reasons for this failure, were, we believe, the absence of photography, laxity in enforcing those provisions, indifference on the part of masters, the preference of personal convenience to the general advantage, the doubtful applicability of sub-section 3 of section 3 of Ordinance 14 of 1845, to other than domestic servants, the fraudulent transfer of certificates of registration, and, probably, the payment of a registration fee.

12. The draft Bill referred to in para. 10 provides, inter alia, for compulsory registration at the Central Police Station, for the photographing of every private coolie, for the regulation of the conduct of private coolies, and for making it penal for masters to engage unregistered coolies and for unregistered coolies to seek or obtain employment in the same capacities.

13. We are decidedly of the opinion, which the evidence supports, that to be effective, registration must be compulsory, universal, and in the hands of the Police Department.

We think that the scheme of registration embodied in the draft Bill will give both the police and masters desirable and, we trust, effective control over private coolies.

14. In answer to question 6 of Appendix C, "Whether persons who engage unregistered private chair and ricksha coolies should be liable to a fine in the Police Court," there were 78 ayes, 26 conditional ayes, and 24 nays. The evidence of Mr. Postle shows that there was misapprehension as to the meaning of this question. When it was explained to him that it was not proposed to punish the master, and leave the coolie alone, he adopted the view of this Commission, that no scheme of registration could be successfully enforced if masters were not made liable for engaging unregistered coolies. If this be borne in mind, it is evident that the majority of ayes in favour of making such masters liable would probably have been greater; as it is, the proportion of ayes to nays is that of more than 3 to 1.

15. We recommend that registration shall be free, because the payment of a fee in former times may have conduced to render the former Ordinance nugatory, and because the existence of a fee may be made the ground for demanding higher wages.

16. Apart from the reason that the omission of the penal clause affecting masters will defeat the whole purpose of registration, we consider that it would be unjust to punish the coolie who offers his services and not also the person who accepts those services.

17. Generally speaking, that registration will tend to weed out of the ranks of private coolies the bad characters sometimes met with, because persons unfavourably known to the Police would not be registered.

18. Some persons fear that registration will tend to limit the number of coolies available, and therefore wish to be at liberty to

engage unregistered coolies who may offer themselves. The limitation of numbers, it is said, will arise (1) from the Police Department refusing to register as private coolies men known to be bad characters, but who, however, are capable servants, (2) from unwillingness on the part of private coolies to register.

In our judgment, if the result (1) anticipated

by the Commission is retained, it will prove an unmixed advantage to the community, which will thus be relieved of the presence of rogues masquerading as private coolies who, we should not be surprised, would prove on enquiry to be to some extent at the bottom of the present difficulty.

As regards result (2), we believe that no persons who wish to become coolies would be deterred by free registration from entering private service.

By the draft Bill, which we have submitted,

it is provided that a master may have

an employment of 48 hours unregistered coolies.

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## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k*, nearest Hongkong *h*, midway between Hongkong and Kowloon *m*, and those vessels berthed at the Kowloon Wharf *l*, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

## SECTIONS.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MACHAO	Brit. str.	2 m.	P. & O. S. N. Co.	WITTERFIELD & SWIRE	On 30th inst.
LONDON	JAP. MARU	Brit. str.	2 m.	C. C. Talbot, E.N.E.	WITTERFIELD & SWIRE	On 30th inst., at Noon.
LONDON, &c., via PORTS OF CALL	BALLARAT	Brit. str.	2 m.	R. A. Peters	WITTERFIELD & SWIRE	On 7th Dec., at Noon.
LONDON	ACHILLES	Brit. str.	2 m.	Forbes Salby	WITTERFIELD & SWIRE	On 10th December.
LONDON, VIA SUEZ CANAL	CLINCHOT	Brit. str.	2 m.		WITTERFIELD & SWIRE	On 14th December.
LONDON	GLAUCUS	Brit. str.	2 m.		WITTERFIELD & SWIRE	On 24th December.
LONDON	INDICALION	Brit. str.	2 m.		WITTERFIELD & SWIRE	On 7th January.
LONDON	PRIMUS	Brit. str.	2 m.		WITTERFIELD & SWIRE	On 21st January.
LIVERPOOL DIRECT	IXION	Brit. str.	2 m.		WITTERFIELD & SWIRE	On 15th January.
LIVERPOOL DIRECT	PANROGUS	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 15th January.
MARSEILLE, LONDON, &c., via SINGAPORE, &c.	INABA MARU	Jap. str.	2 m.		MESSEGERIES MARITIMES	To-morrow, at Daylight.
MARSEILLE, &c., via PORTS OF CALL	ERNEST SIMONS	Evan. str.	2 m.		NIPPON YUSEN KAISHA	On 2nd Dec., at 1 P.M.
MARSEILLE, LONDON & ANTWERP, &c., via S'PORE, &c.	HITACHI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 13th Dec., at Daylight.
HAMBURG, via PORTS OF CALL	WAKASA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 27th Dec., at Daylight.
HAVRE & HAMBURG	STUTTGART	Ger. str.	2 m.		MESSEGERIES & CO.	On 11th December, at Noon.
HAVRE & BREMEN & HAMBURG	MARINBURG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 23rd December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 6th January.
HAVRE & HAMBURG	STRASBOURG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 13th January.
HAVRE & HAMBURG	SANDIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 28th January.
HAVRE & HAMBURG	AMBRIA	Ans. str.	2 m.		SANDER WIELER & CO.	On 12th February.
KOBE	AUSTRIA	Brit. str.	2 m.		DODWELL & CO. LIMITED	On 17th December, P.M.
KURDISTAN	ACARA	Brit. str.	2 m.		DODWELL & CO. LIMITED	On 5th December.
ATHENIAN	ATHENIAN	Brit. str.	1 m.		SHREWTON TONES & CO.	On or about 17th Dec.
EMPERESS OF JAPAN	DUKE OF FIFE	Brit. str.	2 h.		CANADIAN PACIFIC R. CO.	On 4th December.
DUKE OF FIFE	J. S. Cox	E.N.E.	2 m.		CANADIAN PACIFIC R. CO.	On 18th December, at Noon.
KAGA MARU	J. W. Ekstrand	N. Ohio	2 m.		DODWELL & CO. LIMITED	On 3rd December.
RIOJUN MARU			2 m.			On 2nd Dec., at 4 P.M.
IYO MARU			2 m.			On 16th Dec., at 4 P.M.
THYRA			2 m.			On 30th Dec., at 4 P.M.
TISMAN			2 m.			On 20th December.
EASTMAN			2 m.			On 30th inst.
KUMANO MARU			2 m.			On 12th Dec., at 4 P.M.
TIENTSIN			2 m.			On 27th Dec., at 4 P.M.
SADU MARU			2 m.			On 30th inst., at Noon.
YAWATA MARU			2 m.			On 6th Dec., at Daylight.
KAGOSHIMA MARU			2 m.			On 26th Dec., at Noon.
ELITA NOSSACK			2 m.			On 9th Dec., at Noon.
YARMA			2 m.			On 33rd inst., at 4 P.M.
WHIMPICA			2 m.			On or about 1st December.
JAVA			2 m.			On 3rd December.
ANPING MARU			2 m.			On or about 7th Dec.
MAIDZURO MARU			2 m.			On 4th Dec., at Daylight.
DAIGI MARU			2 m.			On 11th December.
HUJDONG			2 m.			On 1st December.
HAITAN			2 m.			To-morrow, at Daylight.
KAIPONG			2 m.			On 1st Dec., at Daylight.
ZAF BO			2 m.			To-morrow.
PAGIN			2 m.			On 30th inst., at Noon.
CATHERINE APACAB			2 m.			To-day, at Noon.
MIKE MARU			2 m.			On 3rd Dec., at 3 P.M.

## SHIPPING.

## VESSELS ON THE BERTH

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI

The Company's Steamship

## "HAILOONG."

Captain Bathurst, will be despatched for the above ports, to-MORROW, the 29th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LA PRAIK &amp; CO., General Managers.

Hongkong, 5th November, 1901. [3001]

## FOR SHANGHAI AND CHINKIANG.

## THE Steamship

## "ELITA NOSSACK"

Captain Brum, will be despatched for the above ports on SATURDAY, the 30th inst., at 4 P.M.

For Freight, apply to EAST ASIATIC TRADING CO., LTD. Agents.

Hongkong, 28th November, 1901. [3016]

## THE OSAKA SHOSSEN KAISHA, LIMITED.

## FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

## "DAIGI MARU."

Captain T. Kitano, will be despatched for the above ports on SUNDAY, the 1st December.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th November, 1901. [17]

## OMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOT-POSTE FRANCAIS.

## FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

## "YARMA."

Captain Negre, will be despatched for the above ports on or about SUNDAY, the 1st December.

For Freight or Passage, apply to P. DE CHAMPORIN, Acting Agent.

Hongkong, 26th November, 1901. [2]

## DEPARTURES.

27th Nov.

AMIGO, German str., for Canton.

BAYTAN, German str., for Europe.

CHOWTAI, German str., for Bangkok.

CLARA, German str., for Holloway.

CRESSY, British cruiser, for Mirs Bay.

DENBIGHSHIRE, British str., for Shanghai.

ELITA NOSSACK, German str., for Canton.

KONG ALBERT, German str., for Hoitow.

HONGMOH, British str., for Amoy.

MAIDZURO MARU, Japanese str., for Swatow.

SAMALAMOI, Dutch str., for Aroe Bay.

SULTAN VAN LANGKAT, Dutstr., for Aroe Bay.

## VESSELS IN DOCK.

27th November.

ABERDEEN DOCKS—Emeralda, Richmond.

KOWLOON DOCKS—Canton River, Elcano,

H. J. Albrecht, Kuan Iai, Tacoma, Heungshan,

U.S.S. Princeton, Formosa, Justin, Lal-Lee,

H.M.S. Fame, Mongku, Sandakan, Dr. Hans

Jury Kien, Saturn, Duke of Fife.

COSMOPOLITAN DOCK—Pitsanulok, Tai-

## SHIPPING REPORTS.

The British steamer Seneca, from New York

26th Sept., had a good voyage to Singapore;

after leaving Singapore had very strong mon-

soon, between lat. 13° to 18° deg. with heavy

squalls.

The British steamer Trigonia, from Balik

Papan 17th inst., experienced light airs to gentle

breeze and fine, cloudy weather, to Nov. 23d.

when off Cabra; then wind freshening to whole

N.E. gale with mountainous sea, causing slight

damage and loss of one A.B. on the 25th Nov.,

thence to port gales to light breeze and fine,

clear weather.

Hongkong, 20th November, 1901. [2]

## VESSELS ADVERTISED AS LOADING.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	December 3rd
TACOMA	2,811	A. Dixon	December 17th
VICTORIA	3,52	J. Paxton	December 24th
OLYMPIA	2,837	J. Traebridge	January 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table.

Doctors and STEWARDES carried.

Passenger to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental train day and night.

TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 232

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from Victoria and TACOMA to DYEA

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DUE
FROM GLASGOW and LIVERPOOL	STEAMERS "DEUCALION"	On 28th November.
GLASGOW and LIVERPOOL	"PELEUS"	On 7th December.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 16th December.
GLASGOW and LIVERPOOL	"STENTOR"	On 24th December.
GLASGOW and LIVERPOOL	"MENNON"	On 3rd January.
GLASGOW and LIVERPOOL	"IDOMENUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 16th January.

HOMWARDS.		DUE
FOR LONDON	STEAMERS "MACHAON"	On 30th November.
LONDON	"ACHILLES"	On 10th December.
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LIVERPOOL DIRECT	"TAXON"	On 15th December.

(Taking Cargo at London Rates)		DUE
LIVERPOOL DIRECT	"PATROCLUS"	On 15th January.
(Taking Cargo at London Rates)	The S.S. "DEUCALION" left SINGAPORE on the 22nd inst., a.m., and is due in Hongkong on the 23rd inst.	

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.NOTICES TO CONSIGNEES  
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.NOTICE TO CONSIGNEES  
FROM GLASGOW, LIVERPOOL AND  
STRAITS.

THE Company's Steamship

"PING SUEY."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd December, at NOON, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before NOON, TO-MORROW, the 23rd inst.

DODWELL &amp; CO., LTD., Agents.

Hongkong, 22nd November, 1901. [15]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer "XI N."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown, on and after the 25th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival:

Goods undelivered after the 29th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined on 11 A.M. on the 3rd December.

No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 22nd November, 1901. [15]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

"HUSAN"

## FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:

From London, &amp;c., ex s.s. "Australia".

From Persian Gulf, ex s.s. "B. I. S. N. and B. P. S. N. Co.'s Steamers,

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT, Superintendent.

Hongkong, 23rd November, 1901. [1]

## NOTICE TO CONSIGNEES.

## FROM MIDDLEBRO', LONDON AND STRAITS.

THE Steamship "DENBIGHSHIRE".

Captain Vyvyan, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME'S &amp; CO., Agents.

Hongkong, 23rd November, 1901. [1]

## NOTICE TO CONSIGNEES.

## FROM SHANGHAI.

THE Steamship "CARINTHIA".

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before NOON, 1st December, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st December will be subject to rent.

Bills of Lading will be countersigned by Sander, WIELER &amp; CO., Agents.

Hongkong, 23rd November, 1901. [1]

## NOTICE TO CONSIGNEES.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

## FROM HAMBURG, PENANG AND SINGAPORE.

THE HAL Steamship

"SERBIA."

Captain Bruckner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Agents.

Hongkong, 23rd November, 1901. [1]

## NOTICE TO CONSIGNEES.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with Indo-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 11th November, 1901. [1]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

DUDHOE, British ship. A. Low—Carlowitz &amp; Co.

OSBORG, British barque. Denmore—ORDREY &amp; CO.

W. H. CONNIE, American ship. Calvert.

Hongkong, 4th August, 1901.

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 28th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON SONS &amp; CO., Agents.

Hongkong, 26th November, 1901. [1]

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

DAILY PRESS OFFICE.  
The only office in China having European taught workmen. Equal to Home Work.

Hongkong, 2nd April, 1900.

HOTZ, s.JACOB &amp; CO. [33]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK &amp; CO., Agents.

Hongkong, 18th May, 1900. [125]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS for the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN &amp; CO. [31]

Hongkong, 29th May, 1900.

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN &amp; CO., Agents.

Hongkong, 21st April, 1900. [14]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL £30,000,000 0 0

SUBSCRIBED CAPITAL 2,750,000 0 0

PAID-UP CAPITAL 687,500 0 0

II. FIRE FUNDS 2,837,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 3rd July, 1901. [1641]

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN &amp; CO., Agents.

Hongkong, 16th May, 1900. [39]

## L'URBAINE FIRE INSURANCE COMPANY, LTD.

(Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE &amp; CO. [439]

HONGKONG, 7th February, 1901.

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN &amp; CO., Agents.

Hongkong, 16th November, 1872. [29]

## PH

## POST OFFICE NOTICES.

The City of Peking, with the American Mail of the 31st ult., left Shanghai on Wednesday, the 27th inst., at 10 a.m., and may be expected here to-morrow.  
The Yarra, with the French Mail of the 1st inst., left Singapore on Sunday, the 26th inst., at midn. ht, and may be expected here on or about Monday, the 27th inst. This Packet brings replies to letters despatched from Hongkong; on the 26th September.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Canton	Hankow	Thursday, 28th, 7.30 A.M.
Quan-chow, Hoihow, Pakchoi & Haiphong	Hue	Thursday, 28th, 10.00 A.M.
Singapore and Bombay	Pekin	Thursday, 28th, 1.00 P.M.
Calcutta	Bentley	Thursday, 28th,

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail.)  
Extra postage 10 cents.)

Macao  
Swatow, Amoy and Tamsui  
Singapore, Penang and Colombo  
Canton  
Manila, Cebu and Iloilo  
Kobe  
Singapore, Samarang and Sourabaya  
Manila  
Singapore  
Shanghai and Chinkiang  
Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney & Melbourne  
Swatow, Amoy and Foochow  
Swatow, Amoy and Tamsui  
Foochow and Shanghai

EUROPE, &c., India via Tadzhikistan  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Shantou, Moji, Kobi, Yokohama, Victoria, B.C., and Seattle  
Shanghai, Moji, Kobi, Yokohama, Victoria, and Vancouver, B.C.

EUROPE, &c., India via Tadzhikistan  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Bengal, &c., India via Tadzhikistan  
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
VALPARAI AND VANGUDEVU, E.C.  
(Supplementary mail on board up to the time fixed for departure of the mail.)  
Extra Postage 10 cents.)

TODAY.  
Meeting, The Hongkong Nursing Institution, City Hall, 12.30 p.m.

TO-MORROW.  
Sale, Vase, &c., Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.—  
Telegraphic Transfer..... 1.91  
Bank Bills, on demand..... 1.91  
Bank Bills, at 30 days' sight..... 1.10  
Bank Bills, at 4 months' sight..... 1.10  
Credits, at 4 months' sight..... 1.10  
Documentary Bills, 4 months' sight/10.14

ON PARIS.—  
Bank Bills, on demand..... 2.29  
Credits, at 4 months' sight..... 2.34

ON GERMANY.—  
On demand..... 1.861

HOMEWARD.—16th Oct.—Banco, 1st Nov.—Moyl, 5th—Glenlyle, 15th—Palau u. 19th—Porches, Ann, 22nd—Patroclou, Canton, 29th—Königsberg, Sachsen.

ARRIVALS AT HOME.—22nd Oct.—Melpomene, Prins Heinrich, Hudson, 25th—Austria.

29th—Biria, Tambu Maru, Wittelsbach, Int. Nor., Idesius, 5th—Preussen, 8th—Hathura, 9th—Bonhay, 12th—Sonali Maru, Andalusia, Orestes, Natal, 19th—Aragon, Chinu, Laos, Ajac, 21st—Pomod, 22nd—Kaiwo, 26th—Hamburg, Hakata Maru, Arabia.

ON YOKOHAMA.—  
On demand..... 10.14 p.m.

ON MANILA.—  
On demand..... 31 p.m.

ON SINGAPORE.—  
On demand..... 3 p.m.

ON BATAVIA.—  
On demand..... 11.03

ON HONGKONG.—  
On demand..... 11 p.m.

ON SAIGON.—  
On demand..... 11 p.m.

ON BANGKOK.—  
On demand..... 601

GOVERNORS, Bank's Buying Rate..... \$10.85

GOLD LEAD, 100 fine, per tael..... \$55.70

WE STEVE, per oz..... 261

## OPUM.

Quotations are—Allow no net to 1 catty.  
Malwa New..... 8920 to 8930 per picul.

Malwa Old..... 849 to 850 " "

Malwa Older..... 840 to 850 "

P. P. per wrapped..... 830 to 840 "

Persian fine quality..... 870 to 880 "

Persian extra fine..... 870 to 880 "

Fatum New..... 8945 to 8950 per chest.

Fatum Old..... 8550 to 8600 "

Beurars New..... 8824 to 8830 "

Beurars Old..... 8830 to 8840 "

27th November.

THE FRENCH MAIL.

The M.M. steamer Yarra, with the next French mail, left Singapore on the 24th inst., p.m., for this port via Saigon.

REBELLANT SHAMERS.

The O.S.S. Co.'s steamer Deucalion left Singapore on the 22nd inst., a.m., and is due in Hongkong today.

The N.Y.K. steamer Riojan Maru (American Line) left Kobe for Shanghai for this port on the 25th inst., and is expected to arrive here on the 3rd ult.

The O.S.S. steamer Thysa arrived at Yoko-hama from San Diego on the 26th inst.

The steamer Hilditch, from New York, left Singapore for Manila and Hongkong on the 21st ult.

The English steamer Individu left Portland (Oregon) on the 6th inst. for Hongkong via Yokohama, Hong and Moji.

VESSELS EXPECTED.

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2405

## JOINT STOCK SHARES.

Hongkong, 27th November.

## COMPTON.

## PAID UP.

## QUOTATIONS.

Banks—Hongkong & Shantou..... \$125

China & Japan, only..... 21

Do, dispersed..... 21

Natt. Bank of China..... 21

A. Sharpe & Sons..... 21

Fourn. Shares..... 21

Bell's Asbestos & Co. .... 21

Campbell, Atco & Co. .... 21

China-Borneo Co., Ltd. .... 21

China Light and Power Co., Ltd. .... 21

China Prov. L. & M. .... 21

China Sugar..... 21

Cigar Companies..... 21

Albion, Ltd. .... 21

Philippine Tobacco Co., Ltd. .... 21

Tung Loon Co., Ltd. .... 21

Cotton Mills—Evo..... 21

International..... 21

Lam's King Mfg. Co. .... 21

Sayuan..... 21

Yangtze..... 21

Dairy Farm..... 21

Fawcett & Co., Ltd. .... 21

Hongkong Electric..... 21

H. H. L. Framaway & Son's Water..... 21

Keat Co., Ltd. .... 21

Printed matter and samples..... 21

Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)..... 21

Letters..... 21

Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)..... 21

Letters..... 21

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